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BIRTH.
 On the 12th October, at Shanghai, the wife of Mr. J. S. LINCOLN, of a daughter.
 DEATH.
 On the 10th October, at Yokohama, FRANCISCO DE ESPINOSA SANTO D. N. S. A. aged 64 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CH. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20TH OCTOBER, 1903.

LIEUTENANT-COLONEL MANIFOLD, I.M.S., in his address to the Geographical section of the British Association at Southampton last month made one more attempt to interest people at home in the subject of British railway enterprise (though the latter word is a misnomer) in China. We reproduced his paper in our issue of the 16th instant. It was mainly taken up with an account of two journeys in the Upper Yangtze region just before and after the Boxer outbreak, with running comments on the various railway undertakings and projects which the traveller came across. Colonel MANIFOLD confirmed what he and other observers have frequently said before. British over-caution and foreign activity were the general notes. Many persons, he remarked, were in favour of leaving foreign nations to run the risk of losing their capital, forgetting the danger of preferential tariffs being set up against us, and even permanent protectorates being established. The iteration of such remarks is perhaps a little wearisome; but it seems to produce small or no effect, though the arguments are both strong and true. With regard to the question of preferential rates, as the *Times* points out in noticing Colonel MANIFOLD's address, while it is a fact that all the Great Powers have renounced preferential rates within their spheres, the value of such renunciation to each of the signatories will depend upon the vigilance and energy with which it is enforced, and precedent seems to justify the lecturer's scepticism as to British

prospects under it. It is true that the British Government some five years ago deprecated British opposition to railway-construction by foreigners in China, maintaining, with the superabundantness which the Government always has shown with regard to affairs in China, that such building of railways would not confer political power on the builders. The *Times*, sarcastically remarks, in its article to which we have alluded: "Not only have these imprudent foreigners rushed in 'where the sagacious Briton under the advice of his still more sagacious rulers, feared to tread, but they are recklessly contemplating fresh enterprises. The Government will hardly care to repeat in these days the contention that railway concessions in China do not confer political power, which Lord Salisbury advanced in the House of Lords two months after he had instructed Sir CLAUDE MACDONALD that the Peking-Hankow concession, if the Russians had anything to say to it, would become 'a political movement against British interests in the region of the Yangtze.' The success with which the concessions for the Manchuria railway have been utilized to effect the practical annexation of three large provinces of the Chinese Empire has demonstrated 'once for all the absurdity of that British 'mentary fiction.' But, as the *Times* remarks later on, there is little trace to be seen, either in the Foreign Secretary's recent speech or in the action of the Foreign Office, of any real grasp of the Chinese railway question. Yet this question, to the most thoughtful observer, is that on which the future of foreign influence in China depends. If it is to be Russian railways, French railways, German railways which are to penetrate into the interior and open up China, then it will be Russian, French, German influence which will mould China's ideas as to foreign affairs and the relative importance of nations. The policy of Great Britain which is still being pursued in China is simply suicidal. To repeat this, as we have said, is wearisome; but it only becomes more true with the lapse of time.

As Colonel MANIFOLD's first journey was from Hanoi, in North Burma, and proceeded through Yunnan and Szechuen and so down the Yangtze, it was naturally to be expected that he would have something to say about the prospects of a Burma-Yunnan railway. And so he had. His remarks have been somewhat anticipated by those of Captain RYDER before the Royal Geographical Society in London at the end of last year for Captain RYDER was one of Colonel MANIFOLD's two companions for the greater part of the journey. Captain RYDER expressed no doubts as to the great future of the province of Yunnan. With a railway running into it a large trade with Burma would soon arise. But the question of the possibility of a railway could not be settled yet, though Captain RYDER seemed, from his paper before the Geographical Society, to think one route at least feasible for a line of rails. Colonel MANIFOLD similarly says that there is no doubt of the advantages of such a railway if it could be constructed at reasonable cost, but great natural difficulties exist in the formation of the country, and the cost would be enormous. Even the supporters of the scheme, he adds, admit that the most carefully chosen line must be expensive.

There is one question which we should like to put in connection with this, namely, would the cost be so enormous that it would be better to resign ourselves to the loss of the Upper Yangtze and the entire cutting up by French and other lines of what was once called the British sphere of influence in China? The alternative seems certain. France has started some time ago to build a line from Hanoi to Yunnanfu, and however much the Chinese scepticism of it may lag there can be no doubt it will one day be completed. If France is to be allowed to have the entire monopoly of railways in Yunnan, at what figure shall we estimate British trade with the province in the future? It is not hard to guess the answer. The French Government is wisely guaranteeing the construction of the railway, without any hope of a speedy repayment, but seeing that the Yunnan railway means the predominance of the railway-builders in Yunnan, and that Yunnan is the key to Szechuen and Szechuen to the whole of the Upper Yangtze. Truly the cost of a Burma-Yunnan line must be stupendous, if the task being at least possible, Britain is still forced to sit still and watch her access to the Upper Yangtze being slowly but surely cut off. The days seem indeed remote when Britain in the Far East used to dream of a railway from India through Burma and South China to Kowloon. That was long before Russia evolved her magnificent project of a Trans-Siberian line, or the French and Belgians ever imagined that they would have a Peking-Hankow (and, according to rumour, Hankow-Canton) line, or France thought of connecting Hanoi

with Yunnan, Szechuen, and the Upper Yangtze. One of these lines is completed, the second is well under way, and the third is commencing. In the meantime we cannot even get a Kowloon-Canton railway. The British Government will no doubt solve itself and the credulous electors at home, when a sea-board terminus in other hands completes the line from Peking near Canton, and the Upper Yangtze products are being carried down by rail to Indo-China, by exclaiming: "Well, anyhow it cost them a lot!"

The old U.S. gunboat *Marengo*, which has been lying for three years in the Peiho river, has been bought by Mr. Hashimoto Yazo, Nagasaki, Japan, where she will end her career at the hands of the ship-breaker. The price paid was \$120,000.

They are ahead of us in Peking, it seems for already the British residents there have held a meeting to consider the means of celebrating the birthday of King Edward VII. It was decided to have sports for the soldiers, and a grand ball for the other residents on the 9th prox.

The official return of communicable diseases in Hongkong, for the week ending the 17th instant, shows 2 cases of plague among the Chinese only, and one case of enteric fever among the Europeans. The total number of cases of plague in Hongkong since the 1st of January last shows 1,416 cases, and 1,243 deaths.

We understand that a site for the new factory of the Canton-Hongkong Ice and Cold Storage Co., Ltd., has been selected at the Metropole Hotel. The business is expected to be in full swing by February of next year. The purchase of the site was carried out on behalf of the Ice Company by Messrs. d'Almeida & Millar, brokers.

The following were selected to represent Kobe in the interport cricket match which was to commence at Yokohama yesterday—Messrs. G. C. Murray (captain), W. D. S. Edwards, A. H. Gillingham, C. H. Lightfoot, C. J. Lucas, F. Ellerton, G. Stephens, W. Hardy, W. Braess, E. C. Jeffery, and H. Sykes Thompson or A. J. Comes.

"Ladies' Night" at the Lyceum Theatre, Shanghai, last Wednesday, in honour of the Hongkong Cricketers, brought a crowded house together, and the programme was supported by singers in Miss Selby Moore and Messrs. J. T. Tyack, C. H. P. Hay (formerly of Hongkong), and F. Meyer, accompanied by vocalists in Messrs. E. T. J. Blount, J. Sutherland, and J. C. Chabrous, and lastly by the Pierrots.

At the Criminal Sessions yesterday, it was stated that two Chinese workmen who had robbed their master, a jeweller, of some valuables, had been tracked to Canton and brought back here by the wife of the prosecutor. It was more by moral suasion than physical force, no doubt, that the wife effected her purpose, but, as Sir Henry Berkeley remarked, she would be a valuable acquisition to the Hongkong detective department.

Thieves and wrongdoers receive sentences of an exhibition in the stocks not only as a punishment, but also in order to furnish an example to others of the same fraternity. This does not always seem to act immediately. Yesterday afternoon, while three of the highway robbers at West Point were on view in the stocks, with a laughing crowd gathered round, an incorrigible native improved the occasion by cutting out the pocket of a spectator, and appropriating the contents; but he was caught in the act.

In the course of the enquiry into the cause of the outbreak of fire on the *S. S. Sakio Maru*, near Bokuren, Japan, some flagrant cases of false declarations of cargo were discovered. Cases said to contain dried mushrooms were found to also contain matches, and other cases were found to contain oil paper, though they were not declared as such. Oil paper is often subject to spontaneous combustion, and is recognised as a dangerous article of cargo. The shippers of these goods have been prosecuted for their wrong declarations.

We learn on what we believe to be reliable authority that the Russo-Chinese Bank are contemplating the establishment of several branches in the interior. This is not the first we have heard of this, but until now we have dismissed the report as a mere fable. We are now assured, however, that the intention actually exists, although there is nothing in the treaty which can justify what is a purely foreign bank in spite of its name, establishing agencies in the interior of China. The proposed localities would, as far as we can gather, command all the principal trade routes; but this may be more accident—P. & T. *Times*.

Chang Chih-tung has designed a new button to be given as a distinction for scholars only.

The Japanese residents at Wiju, alarmed at the movements of Russian soldiers there, were last week sending away their wives and children.

The authorities at Washington have upheld the decision of Mr. Morgan Shuster, Collector of Customs at Manila, in the Allen exclusion case. This apparently means that Mr. Allen must leave Manila!

The *N. C. Daily News* representative telegraphs under date Tokyo, 14th October: "Negotiations are proceeding at Tokyo, and there is no present reason to apprehend an unpeaceful issue. The alleged Russian fort at Yung-ampho is merely, it is now stated, a signal station to enable communication to be maintained with Antung."

The *N. C. Daily News*, commenting on the Interport match, says: "The Hongkong XI. is one of the best all-round fielding teams that has been seen in the East. Their fielding was so pretty to watch that we and the Shanghai team would have liked to have seen a little more of it." And yet last year Hongkong suffered from one of its worst epidemics of bad fielding!

The *China Times* says that letters have been received from Port Arthur giving the details of the affair of the steamship *Stanley Dollar*. It appears that the steamer had been engaged for six months to convey lumber from the Russian concession on the Yalu. She made her first trip to Yung-ampho, and was taking on cargo when a Japanese gunboat entered the river and found her there. The commander of the gunboat informed the captain that Yung-ampho was not an open port and that his ship had no right to take cargo there. The captain of the *Stanley Dollar* feared complications and telegraphed to his employers that the Japanese objected to his enterprise. After some urging he finally took on the cargo and discharged it at Dalny. He refused, however, to continue in the work, and would not return to the Yalu. The *Kobe Chronicle* considers it extraordinary that nothing of this seems to be known to the authorities in Japan.

SUICIDE IN YOKOHAMA.

Alan Strachan, a native of Scotland, and a marine engineer of Iloilo, Philippine Islands, died on the 9th inst. at the General Hospital, Yokohama, as the result of a self-inflicted wound with a razor. He had a successful business in Iloilo, and as he was not in any financial trouble, and apparently quite sane, no reason is known for his strange, and, perhaps, rash act. The deceased was 54 years of age.

H.K. RIFLE ASSOCIATION.

The Imperial Rifle Match will be fired to-morrow, the 21st inst., at the Association range over 200, 500, and 600 yards range. Firing commences at 3 p.m. The following will compose the team—Col-Sergt. Cross, R.M.L.I., Col-Sergt. Randall, R.F., Sergt. Thornhill, Sapper Robertson, R.E., Messrs B. Lapsley, J. Parker, J. Fidgeon, W. Pitt, R. Stewart, and A. Watson. Sapper McEwen, R.E., Reserve.

OVERCROWDING OF VICTORIA GAOL.

We are glad to see that the Senior Magistrate, Mr. T. S. Searcote Smith, is with us in our views as to how a remedy might be effected in the overcrowded condition of the gaol. In a large case which came before the Magistrate yesterday morning, it transpired that the accused had arrived in the colony from Canton only a few days ago. The reason why we have been favoured with his company was put down by his Worship to the undesired attentions of a mandarin, who "chased him away from Canton." After passing sentence of one month's hard labour, Mr. Searcote Smith opened his mind on the subject—"You have only been in the colony a few days, and the first thing we have to do is to provide you with comfortable quarters. If I could give you a flogging, I would do it with pleasure! This is the only punishment fit for you! This is the only punishment fit for you! This is the only punishment fit for you!" He should not be made the prison-house of South China, offering habitual criminals from Kwangtung the invitation of good board and lodging, with splendid opportunities for some more plunder on the expiry of their prison visit.

THE ENGLAND V. SCOTLAND GOLF MATCH.

The following is the full score of the above match, played on Sunday, of which we published the result—and the team yesterday.

ENGLAND	SCOTLAND
C. E. H. Beavis	W. W. Clark
E. J. Grist	1 G. Johnston
C. W. May	2 J. Johnston
C. A. Parker	3 Capt. H. Crichton
H. Pinckney	4 Murray Stewart
E. Deacon	5 W. M. Anderson
Capt. Phillips	6 W. W. Ross
1 Lieut. R. Dowling	7 J. Stoddart
J. E. Lee	8 P. K. Scott
H. Hunter	9 H. W. Robertson
N. B. Smith	10 Capt. J. Douglas
C. H. Grace	11 K. McK. Ross
N. J. Stabb	12 Major Gordon Comings
Capt. F. Radford	13 W. F. Gresson
Dr. Grazebrook	14 Dr. Gibson

Beavis and Grist were the best players in the country by Smith. Farbridge was the next to go, his stump being knocked off by Cooper, who was bowling splendidly—122.9.15. The innings finished next over, as usual, in short mid-on disposing of the last batsman. Thus Shanghai were all dismissed for 122.

The points were reckoned thus—2 for 3 match and 1 for bye. Thus winning the match and by 3 points, winning the match and losing the bye 1 point.

TELEGRAMS.

REUTER'S SERVICE.

RUSSIA AND JAPAN—MORE RUMOURS.

London, 17th October.

The *Morning Post* learns from trustworthy quarters that Japan has landed troops in Ping-yang outfit.

It is reported that the conference between the Russian and Japanese authorities has been futile.

DEATH OF MACEDONIAN LEADER.

London, 17th October.

Boris Saroff, the Macedonian leader, is dead.

THE HONGKONG CRICKET TEAM.

[FROM OUR SPECIAL CORRESPONDENT.]

Shanghai, 14th October.

Owing to lack of time my first account was rather brief and hurried; so a few more details may be welcome. Tuesday afternoon presented a very pretty scene; the ground was gay with betting and fair ladies, and the numerous tents and stands were full of overflowing with interested spectators. Lumsden, when once thoroughly set, treated the bowling with considerable freedom. Jackson, Dew, Billings, McEwen, Turnbull and Lanning each in turn tried to dislodge him, and most of them wrecked their averages in the attempt. Jackson bore the brunt of the attack and bowled very steadily. The fielding on the whole, especially during the earlier part of the day, was very good, and the returns exceptionally smart. Farbridge, Turnbull, McEwen and V. H. Lanning being conspicuous. Weippert, who wore the gloves, was very much to the fore, and allowed nothing to escape him. Turner's innings was in marked contrast to Lumsden's. He took no liberties with straight balls, but was very severe on loose balls on the off-side, placing them between point and third man in a way that earned many rounds of applause. It consisted to a great extent of singles, and occupied 34 hours. Except for the one chance to point, it was a faultless performance. Though not as pleasing to the spectators as Lumsden's display, it was a very valuable contribution and deserves high praise.

LATER.

The overnight not out (Pearce 9), was accompanied to the wickets by B. E. O. Bird. The cricket was dull at first. V. Lanning was keeping an excellent length, and the batsmen found him difficult to play. In the third over Pearce scored a 2 to leg, which he followed up with an excellent off drive for 3. Off Lanning he next makes a lucky snick for 4, and put the next ball cleverly to leg for a like number. 2 byes and 2 singles were all that enlivened the next 3 overs, when Pearce got l.b.w. to one of Lanning's straight ones; the innings being thus brought to a close for 338—Pearce's contribution being 24, which he obtained by correct cricket. A large crowd had by this time assembled and the Hongkong XI. was warmly applauded on taking the field. McEwen and A. E. Lanning opened the innings for Shanghai, the trundling being entrusted to Dixon and Lumsden. After McEwen had scored a single, Lanning was clean bowled by Dixon. Moore came in and opened his account with a pretty 3 to leg. Dick Elliott followed, runs coming slowly. Moore was playing attractive cricket, but at 39 he was l.b.w. to Dixon—39.2.20. The outgoing batsman had played well for his score. Turnbull followed, but he shared the same fate as Moore, being given out l.b.w. to Dixon, who appeared to make the ball serve a lot. Weippert was the new-comer. The Hongkong fielding was very keen and repeatedly earned applause. A good drive by Weippert for 4 relieved the quietness of the cricket. The same player put one of Lumsden's balls nicely to leg for 4, but in playing forward to a rising ball from Dixon, was caught in the slips by H. Hancock—62.4.15. Tyack filled the vacancy, and a change was made in the attack. Bird replacing Lumsden and Cooper going on vice Dixon. There was no change up to the interval, and after tea and photography, Lumsden and Dixon were again entrusted with the bowling and the former soon bowled Tyack with a good length ball—75.5.4. V. Lanning, who followed, never looked comfortable, and Dixon soon sent his balls flying—51.6.0. Farbridge started with a pretty stroke to leg, and soon put the 100 up while McEwen reached his 50, the cricket at this juncture becoming quite lively. Cooper and Pearce now replaced Dixon and Lumsden, and soon after the former caught, and bowled McEwen, who had been batting steadily the whole innings, with a really magnificent catch, which evoked rounds of applause. The retiring batsman played a great and invaluable innings for his side, and was the only player who seemed to cope at all with the Hongkong bowling.

Billings, who filled the gap, started to hit at once, and after a lofty scimitar, was well caught in the country by Smith. Farbridge was the next to go, his stump being knocked off by Cooper, who was bowling splendidly—122.9.15. The innings finished next over, as usual, in short mid-on disposing of the last batsman. Thus Shanghai were all dismissed for 122.

The Hongkong bowling was good, Dixon getting 5 wickets for 51 and Cooper 3 for 6.

Lumsden and Bird secured the two others. Arthur's wicket-keeping was magnificent, and the way he stopped some leg balls was a revelation to the onlookers.

The follow-on being optional, Hancock decided to send his opponents in again, and Weippert and A. E. Lanning faced Cooper and Dixon. The form was run out before 10 was on the board, and A. Moore following, disaster again pursued the Shanghaiers, as he was caught at leg by Bird off Cooper—22.2.13. Turnbull now came in and settled down with a 4 to leg off Cooper. Lanning in the meanwhile playing a strictly defensive game. At 30 Pearce went on, and at 40 H. Hancock was given a trial with the ball vice Cooper.

Lanning survived a very confident appeal for a catch at the wicket, and Turnbull began to punish the bowling. Runs came at a fair pace and at 66 R. Hancock took the ball from his brother, while Pearce was relieved by Cooper at the bottom end. The two batsmen played out time, Lanning not out 29 and Turnbull not out 41. Shanghai were thus 138 runs behind with 8 wickets in hand.

The last letter has not reached us yet, but the following is the complete final score, with analysis:—

HONGKONG		SHANGHAI	
R. Hancock, b Jackson	11	A. E. Lanning, b Dixon	20
Lieut. Smith, R.A., run out	27	K. J. McEwen, c and b Lumsden	0
W. C. D. Turner, c and b Lumsden	88	Cooper	55
J. W. Dixon, c Weippert, b Billings	0	W. H. Moore, l.b.w., b Bird	3
H. Hancock, c Weippert, b Jackson	9	Dixon	20
Lieut. Lumsden, R.A., c Dew, b Jackson	136	W. J. Turnbull, l.b.w., 1 run out	31
H. Arthur, c Moore, b Dew	17	W. H. C. Weippert, c R.	15
G. Ward, b V. H. Lanning	24	W. J. Tyack, b Lumsden	4
P. E. Pearce, l.b.w., b V. H. Lanning	24	V. H. Lanning, b Dixon	9
C. R. S. Cooper, b V. H. Lanning	0	R. C. Farbridge (capt.)	15
R. E. O. Bird, not out	0	b Cooper	15
Extras	19	G. M. Billings, c Smith, l.b.w., b Bird	0
Total	338	G. C. Dew, not out	1
		W. H. Jackson, c H. Hancock, b Cooper	9
		Extras	7
		Total	101

BOWLING ANALYSIS.

HONGKONG		SHANGHAI	
Jackson	45	14	100
Billings	35	9	37
Dew	15	3	37
V. H. Lanning	14	3	34
McEwen	3	1	11
Ward	3	1	11
Hill in cook	3	1	11
H. Hancock	3	1	11

THE MINDANAO PIRACY.

HERMAN'S FTD.

Manila papers, dated the 16th inst., bring full details of the tragic finale to the piratical exploit of the two Philippine Constabulary officers, Captain Herman, and Lieutenant Johnson. It would appear that this fate was against them, for in their three attempts to escape to sea they were each time foiled by their boatmen, the last with tragic violence, when they themselves were the victims of pirates. First the captain of the *Victoria* beached that boat, and the fugitives seized a banca, when the boatmen of that craft played them the same trick. The men thereupon seized a *parao*, a native cargo-boat, and forced the crew to put to sea, and that was the beginning of the end. The *parao* was sailing along near the island of Cogayamullo, off the west coast of Negros, and all appeared to be going well, when suddenly without a word of warning the crew seized some rifles and in an instant shot Johnson dead, with two bullets in his heart. Herman, and the Philippine constable, Fuentes, kept up and used their revolvers to some purpose, killing four of their desperate assailants, but not before Herman had received two frightful gashes in his neck from spears from which the blood freely flowed all over him, while Fuentes was shot in the chest and stabbed four times. Of the crew of six, four were killed, and seeing this, and that Herman, though so badly wounded, could still use his revolver, the remaining two did not stop to think about it, but dived overboard and swam ashore. Then, weak as he was, Herman got the *parao* to the shore, and, forcing the crew might return with reinforcements, and finish their butchery on him, filling his pockets with what money he could carry, as well as arms and ammunition, he disappeared. The *parao* was shortly afterwards discovered by a party of natives, who suddenly came upon it with its ghastly burden, and notified the authorities at Nabalao and Lipilay, stating that they had seen a blood-stained white man wearily wading his way up a mountain path back of Bayom. Fuentes was not dead, and after being tended, and his wounds dressed, he told the tragic tale. A constabulary corporal from Lipilay took charge of him, together with the arms, ammunition, and the remainder of the treasure, as far as Cabacatan, Occidental Negros, where they were handed over to Lieut. Conway. Johnson was buried at Nabalao. Lieut. Conway later telegraphed that Herman was drowned, having fallen overboard from the *parao*, while endeavouring to navigate her, and that the story of the wounded white man seen going up the mountain trail was false.

THE "AUSTRALIEN."

The M.M. steamer *Australien* arrived at Nagasaki on the 19th inst. after a quick passage from Kure, doing the hundred and forty odd miles at thirteen knots—which shows the actual damage to the vessel to be less than at one time was feared, the *Kobe Chronicle* remarks. Yet the position of the *Australien* on the rocks was so serious that it was thought not unlikely at low tide, when she was swinging round on a strong current, that she would get off the rock. Had this occurred nothing would have saved her from being carried into the current and dashed broadside on against the rocks, when she would have sunk within a few minutes in thirty fathoms of water.

With regard to the damage, she ran steam on and buried her bow three feet in the sand. Her collision bulkhead, fitted behind the plates with a solid mass of cement, struck the projecting rock, but was not pierced. Instead the impact carried the *Australien* twenty-five feet further, the plates being ripped open in places until the rock pierced the bulkhead of hold No. 2. Here the vessel stopped and remained constantly swinging round on the tide. The breach was rather serious, and water poured quickly into the No. 2 hold, where there was about a hundred tons of fish, etc., while valuable general cargo was stowed in the 'tween-decks. This, however, remained undamaged. The only loss sustained in this direction was the damage of the cargo in the No. 2 hold, and damage to stores. A collision with the rocks, when she would have sunk within a few minutes in thirty fathoms of water.

When the ship had been repaired sufficiently to enable her to be floated, part of the rock was cut away, a six-inch jawer of sufficient scope was obtained from the cruiser *Montcalm*, and the vessel was towed off and floated in fifteen minutes.

It has been decided by the enquiry held by the French Consul at Kobe on the stranding of the *Australien*, that no blame attaches for the accident to the captain, pilot, or any officer of the ship.

A BREACH OF THE HARBOUR REGULATIONS.

At the Harbour Office yesterday, the Hon. Basil E. H. Taylor, Harbour Master, held an enquiry into the circumstances connected with a charge of negligent navigation preferred by Mr. J. J. Stubbings, of the Hongkong Electric Co., owner of the yacht *Dart*, against Sze Fook, Certificate No. 959, master of the licensed steam-launch *Cheng Yuen*.

Mr. Stubbings deposed that on Sunday, 11th inst., he slipped from moorings off A King's wharf at 10.15 a.m., and came up the harbour along the central fairway. There was a good breeze, and he sailed out to Stouenters. He was in the bows, and he saw the launch on the starboard beam. He warned the steersman and they went on. Seeing the launch was not giving way, he starboarded, and was about 50 to 60 yards off then, and standing across the yacht's bows at an angle of about 45 degs. She still showed no signs of giving way, and blew two short blasts on her siren and kept starboard on. He then put his helm hard down and brought his vessel right round to port, passing under the stern of the launch. Had he not acted he must have run right into the launch.

Sze Fook, coxswain of the *Cheng Yuen*, said he had been in the launch for over a year. He was at the stern at the time, having observed. The assistant coxswain was steering; he had no certificate. Witness saw the yacht and ran to the wheel, but was too late to do anything. He blew a long blast on the siren.

His Honour suspended Sze Fook's certificate for three months.

CORRESPONDENCE.

A NEW COMPANY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 19th October.
Sir,—A prospectus has been issued of "The Canton-Hongkong Ice and Cold Storage Co., Ltd." and this proposed enterprise has been advertised in the local papers. The capital is \$700,000, of which \$200,000 is to be set aside by the board of directors for services rendered, etc.; or in other words the promoters ask for nearly one-fourth of the shares for putting this valuable enterprise on the market. The prospectus, too, especially states that the directors would not hold their names to any non-meritorious enterprise and that the connection of these men with the Company is a guarantee of a safe investment; but is not \$200,000 for promotion of the Company rather a stiff price to pay on a capital of \$700,000, and before the over-confident public ready to take up these shares, could you not, Mr. Editor, give some information in your paper as to why such a large sum is required for a promoting fee?—Yours, etc., X.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has risen generally, except over Formosa and the Philippines.
The Northern depression is moving away over the Pacific to the NE. of Japan.
There are still indications of the existence of a depression in the Pacific to the NE. of Luzon.
A high-pressure area is over N. China.
Gradients steep along the China coast with heavy N.E. monsoon in the Formosa Channel and over the N. part of the China Sea.
Forecast:—Fresh to strong N.E. winds; fair.

SUPREME COURT.

Monday, 19th October.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

DISCHARGED.

Leung Yam Tai and Man Hop King, two elderly women who were charged with manslaughter in connection with the death of a woman in childbirth in the Pingshan district of the New Territory, were discharged, the Attorney-General, Sir Henry S. Berkeley, stating that he did not intend to proceed against them.

THEFT BY A JEWELLER'S WORKMAN.
Wong I Lan was charged with having, while the servant of one Ng Pak, jeweller, Cochran Street, on 31st July stolen two pieces of gold, and on 19th August stolen one piece of gold and received a diamond ring that had been stolen.

He pleaded guilty to stealing the gold but denied the receipt of the ring.
The following jury was empanelled:—Messrs. C. W. Richards (foreman), G. H. Eldridge, I. Turner, C. W. Hester, J. Little, N. H. Ania, and W. D. C. Spalding.

The Attorney-General said the defendant had been employed in complainant's jeweller's shop as a worker in gold. He left the shop on 12th September, and on the 14th another employee left. Subsequent to their departure certain valuables were found missing, among other things this ring which prisoner was charged with receiving. Afterwards he went to Canton. The prosecutor's wife followed him and brought him back and he was handed over to the Hongkong police.

After hearing evidence, the jury found the prisoner guilty as libelled.

His Lordship passed sentence of twelve months' imprisonment with hard labour, and recommended that the prisoner be deported at the end of his sentence.

THEFT OF DIAMONDS.

Chiu Cheong was charged with having, on 14th September, being then employed by one Ng Pak, jeweller, stolen seven diamonds.

He pleaded not guilty.

The Attorney-General in opening the case said the prisoner was employed in the shop of Ng Pak, jeweller. Fifteen diamonds were given to him to set. On the 14th September he absconded, and on examination of the place where he used to work the master found that only eight out of the fifteen diamonds were in the drawer in which they had been kept. Naturally he supposed that the prisoner had absconded with the other seven. His doubts were set at rest because he got a letter from the prisoner practically admitting the charge against him. He admitted having taken the diamonds, but said he lent them to a man to look at, on approval as it were, and that the man ran away with them. If that was all the excuse he had to offer the jury would have to find him guilty. The wife of the prosecutor went to Canton and brought the prisoner back, and he was given into custody.

Having heard the evidence the jury found the charge proven.

His Lordship passed sentence of 18 months' imprisonment with hard labour.

RETURNING FROM BANISHMENT.

Ngan Fuk was charged with returning from banishment.

He pleaded guilty. He said that when he was banished he went to Canton for a month, and then returned to Hongkong on the advice of a friend.

The Attorney-General stated that this was the third time the prisoner had returned from banishment.

His Lordship passed sentence of twelve months' imprisonment with hard labour and ordered that the prisoner be banished at the end of that term.

HOUSEBREAKING.

Chung Kan and Woo Ku were charged with having broken into a dwelling-house at 10, High Street and stolen a box containing clothing, a pipe, etc., valued at \$487.

Chung Kan pleaded guilty, and Woo Ku not guilty.

Evidence showed that Chung Kan went to the house to see the master, who was a friend of his. The master was not in, and as he wanted enough money to take him to Canton he took the box, not thinking that it was of so much value as it actually was. The other man was a party to the theft. They were making off with the box when the people of the house noticed them, and gave chase; and they were captured.

The jury found the charge against the second prisoner proved, and they were each sentenced to two years' imprisonment with hard labour. The Court adjourned till 10 a.m. to-day.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Bengal* left Singapore for this port on the 17th inst., at 11 a.m., with the outward English mails, and is due here on the 22nd inst., at about 8 a.m.

The Imperial German mail steamer *Preussen*, which left here on the 14th inst., p.m., arrived at Shanghai on the 17th inst., at 9 a.m.

The Imperial German mail steamer *Roon* left Kobe, via Nagasaki and Shanghai, on the 18th inst., p.m., and may be expected here on the 27th inst.

The Imperial German mail steamer *Hamburg* left Colombo on the 18th inst., a.m., and may be expected here on the 29th inst.

The T.K.K. steamer *Hongkong Maru*, with mails, &c., left Manila for this port at 1 a.m. this morning, and is due here on the 21st inst., at daylight.

The P.M. steamer *China*, with mails, &c., from San Francisco to the 29th ult., via Honolulu, left Yokohama for this port, via Inland Sea, &c., on the 18th inst., a.m.

The C.P.R. steamer *Tartar* left Yokohama on the 17th inst., p.m., for Victoria and Vancouver.

The "Indra" Line steamer *Indra* left Manila on the 17th inst., and is due here to-day.

The N.Y.K. steamer *Kawachi Maru* (Europe) left Singapore for this port on the 15th inst., and is expected here to-day.

The Indo-China steamer *Namang* left Calcutta for this port, via the Straits, on the 17th inst., and may be expected here on the 2nd prox.

POLICE COURT.

Monday, 19th October.

BEFORE MR. T. SEECOMBE SMITH (POLICE MAGISTRATE).

"WORKING LIKE A SLAVE."

An American named John Smith was found in possession of a pair of binoculars, value \$36, at Tsimshaten, and was arrested on suspicion. Defendant admitted stealing the glasses from Mr. Weisman's bakery, being hand up at the time, having resigned his job on the Canton-Hankow railway as he had to "work like a slave." The only articles found on Smith, besides his clothes, were a lead pencil, two handkerchiefs, and a packet of cigarettes. Two months' hard labour was the sentence.

LABOURER FROM AN INDIAN SUGAR.

Fung King stole a handkerchief containing \$14.50 from an Indian soldier on Sunday, for which he received 6 months' hard labour.

FRIENDS OF HOUSE SERVANTS.

Five chair-coolies paid a visit on Saturday to friends who occupy the servants' quarters at 2, Mountain View, Pak, the residence of Mr. Basil Taylor. \$10, or 14 days each.

HAWKING WITHIN MARKET LIMITS.

For the above offence, a woman was fined \$10. His Worship stated that he thought of giving future offenders a taste of the stocks.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

THE KENNEDY ROAD ROBBERY.

Lam I was brought up on remand charged with having been concerned in the assault on Mrs. Sheffield, on the 24th January.

Chau Shing, who gave evidence for the defence at the last hearing, to the effect that the defendant did not leave a certain coolie-house on the 24th and 25th January, stated he wanted to amend his previous evidence.

Mr. O. D. Kemson, solicitor, appeared for the defence.

Chau Shing said that on the 11th October a man named Hong Wing visited him at Sun U and informed him that Lam I, his father, was under arrest for the robbery of Mrs. Sheffield, and advised him to say the defendant had been in the coolie-house the whole of the 24th January, and had not been out of doors; so he gave evidence to that effect last Friday.

The hearing was adjourned until the 27th inst.

THE HIGHWAY ROBBERY AT WEST POINT.

The four men concerned in the theft on two ricksha-coolies from Singapore on Friday, received 6 months' hard labour each; three of the accused were also exhibited in the stocks on the Praya, opposite the Sailors' Home.

THE KWANGSI TROUBLES.

A despatch received in Shanghai from Changsha, capital of Hunan, and quoted by the *N. C. Daily News*, reports that on the 30th ult., just as Ko Feng-shih, Governor-designate of Kwangsi, and his bodyguard, which was also conveying the Governor's military chest containing 12,000,000 in silver, twenty-eight cases of Mauser rifles, a large quantity of ammunition and a respectable amount of the gubernatorial luggage, were crossing the Hunan frontier into Kwangsi, over a pass of a small range of hills dividing the two provinces, they were suddenly ambushed and attacked on three sides by a superior body of Kwangsi rebels, whose existence in that vicinity was not known at all by the scouts and spies sent by the Governor of Hunan in advance to prepare the way for Governor Ko's party marching through the former's territory. The advantages obtained by the rebels in point of numbers and audaciousness of attack caused quite a panic amongst the guards, who were everywhere outpointed by their assailants; the latter being just as well armed as the soldiers. The consequence was that after fighting bravely for half an hour against odds and being nearly half of their number killed and wounded—one hundred and sixty-five men—the soldiers were forced to abandon the whole convoy and hastily retreated back into the Hunan end of the pass. Governor Ko gallantly stood by his men, and smothering up the rifle of a sergeant who had fallen near him, shot at the first volley from the ambushed rebels, returned with interest the fire of his assailants. Kindling opposition unavailing and being himself slightly wounded, Ko gave the word to retire. The rebels made no attempt to pursue the vanquished troops into Hunan, being contented with carrying off all the Mauser rifles, ammunition, military chest and luggage that Ko was taking with him into Kwangsi. The intelligence department of the rebels is evidently a very good one, as they know all about the movements of the Governor, and his party and had prepared a perfect ambush for them where the assailants were not only impregnablely situated, but the soldiers could not fire at them, while the latter were entirely in the open and could have been annihilated had they stood their ground long enough. Governor Ko at once reported the matter by telegraph to the Throne, and complained that he had the Board of Revenue granted his request by sending him the two million taels he asked for from the beginning to raise and arm a sufficient body of troops to take with him into Kwangsi, instead of only allowing him a paltry 12,000,000, he could have had 5,000 well-armed troops to convey himself, his treasure, arms, and ammunition safely into Kwangsi, who would have been impervious against any assault of the rebels. As it was through the mistakes and folly of the Board of Revenue he (Ko) had money sufficient to raise and equip only a few hundred men who could do nothing against superior numbers of rebels who were equally well armed.

RUSSIA AND JAPAN.

The *N. C. Daily News* of the 13th inst. says:—That which constitutes the gravest danger to peace at the present time is, of course, the nearness, which increases daily, of the armed forces of two countries to each other. Any hour a collision may occur, and then nothing short of a miracle can prevent war. The huge army Russia has mustered in the north is in every way prepared for a conflict, and is strengthening its position with an activity and forethought which leave nothing to chance. Last week we published a reliable report to the effect that all work on new buildings in Port Arthur had been stopped except that on fortifications and railways, and that 50,000 extra troops were shortly to be added to the garrison. Later intelligence received points to the probability that these troops are to be used for the purpose of guarding strategic positions in the immediate vicinity of Port Arthur and conveying stores and ammunition. The harbour of the town is filled to its utmost anchorage capacity with ships of the Russian fleet which (and it is an ominous sign) is putting on its grey fighting dress. There is the same stir in the naval and military life of Vladivostok, and the officials, both there and at Port Arthur, appear to be taking good care that no news which would apprise the world of the actual preparations going forward shall pass out. The same care—it is again significant—is being observed in Japan to preserve secrecy as to what really is going on, and no satisfactory information is obtainable by wire from any part of the country. A traveller just down from Manchuria stated to a representative of this paper yesterday that Russia would use every possible means to avert a conflict until the Spring. Japanese military men, he had heard, were particularly anxious to fight this winter, as they believed that in another six months' time Russia would be too strongly fortified for the success of operations conducted against her in kind. In connection with this statement it is interesting to remember that the Chinese, during the summer months, were most emphatic in affirming that Japan would open a campaign in the autumn after she had gathered in her crops. The crops this year have been exceptionally good, and there can be no doubt but that the Japanese are of the opinion that now is the time to strike the first blow. On the other hand, it must not be forgotten that Russia has purchased and stored away enormous quantities of coal, flour, and ammunition, and in a state of absolute preparedness to meet any attack made upon her by an outside foe.

The *Kobe Chronicle* of the 13th inst. writes:—Perhaps the most important and significant information of the moment is that Lieutenant-General Baron Kodama, holding the portfolio of Minister for Home Affairs, and being also Governor-General of Formosa, has been released from office and appointed Vice-President of the Imperial Army Staff Department. Since the death of Major-General Tamura this important post has been temporarily held by Major-General Fukushima, who will be remembered as the officer who made the famous ride across Siberia. It is assumed in some quarters that should events lead to a rupture of relations between Japan and Russia, Major-General Fukushima would be required for the front, and it is therefore necessary that the very important post of organizer at home should be filled by a man of great administrative ability. Lieutenant-General Baron Kodama has risen step by step in the Army, and has the reputation of being one of its best soldiers. His administrative ability was shown during the Japan-China war, when as Vice-Minister for War he was responsible for the equipment of the troops. On the reorganization of the present Cabinet, Count Katsuma gave the portfolio of War to Baron Kodama, who was at the same time Governor-General of Formosa and was in Tokyo previous to leaving on a trip to Europe. Although Marquis Oyama, the President, is the official head of the Army Staff Department, the work of the Department will be controlled by Baron Kodama.

SHANGHAI-NANKING RAILWAY.

With the arrival in Shanghai some few weeks since of Mr. A. H. Collinson, the engineer-in-chief, and a staff of four assistant engineers, a substantial start has now been made towards the building of the long-projected, but only recently authorized railway between Shanghai and Nanking. Already work has been commenced on the preliminary surveys, and during the past fortnight Mr. Collinson has traversed the whole line of route, travelling by house-boat and clear as far as Nanking. Unfortunately the examinations now proceeding at the viceregal capital made it impossible for him to be received in audience by the Viceroy, and another journey has to be made to Nanking next week for that purpose. The railway will run as nearly as possible in a direct line to Nanking and will be roughly 200 miles long. The country to be passed over presents comparatively few engineering difficulties, but there will be one tunnel, and the many rivers, to be crossed necessitate many bridges and a good deal of embankment. The British and Chinese Corporation which holds the concession, is now being floated in London. Messrs. Jardine, Matheson & Co. are the agents for the Corporation, and not, as is commonly supposed, constructing the railway themselves. The Corporation is establishing its own headquarters in Shanghai, from whence the general direction of the work will proceed. The line will probably be opened section by section, and it is hoped; trains will be running over some portion long before the five-year limit fixed by the Chinese Government has expired.—*N. C. Daily News*.

KODAKS. FILMS. AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

ACHEE & CO., PHOTO GOODS STORE.

TEMPORARY SHOW-ROOMS, 12, QUEEN'S ROAD (1st Floor, ABOVE MESSRS. PRICE & CO.).

Hongkong, 17th September, 1903.

LATE TELEGRAMS.

[VIA JAPAN AND SHANGHAI.]

THE FAR EAST.

London, 8th October.

Baron Hayashi, the Japanese Minister to London, interviewed concerning Manchuria, repudiated the notion that hostilities were imminent, and declared that Japan must expect the fulfilment of the Russian pledges. The official platitudes, the Minister continued, were of a social nature.

Paris, 12th October.

The report of the occupation of Massaupe by the Japanese is formally denied.—*Herald*.

Berlin, 13th October.

Baron Inouye, the Japanese Minister to Germany, stated diplomatically that the present relations between Japan and Russia do not give any anxiety that war will be declared between them. The negotiations with regard to Corea will be settled favourably in a few days. As Russia is in favour of peace, Japan expects that the Manchurian conflict will also be settled amicably. The Japanese Minister to France has likewise stated diplomatically that there is nothing wrong in the relations between Japan and Russia.—*O. Lloyd*.

Berlin, 14th October.

All Russian officials, including Admiral Alexiev, are opposed to any crash with Japan. The most fundamental interest of Russia must be maintained, specially so, as the Russian fleet is not so much superior to the Japanese as is guaranteed a victory in a naval fight. Russian armaments, therefore, only prompted by the desire to intimidate Japan; even the mobilizing of troops is only being used as a means to bring pressure on Japan.

At the London Foreign Office, nobody believes that Russia will attack Japan.—*O. Lloyd*.

MR. CHAMBERLAIN'S PROPOSALS.

London, 8th October.

Mr. Chamberlain's proposal evokes the expected disapproval of the Continental press. The Colonial Press is somewhat pessimistic regarding the appointment of the Hon. Alfred Lytton to the Colonial Secretaryship. Mr. Chamberlain last night delivered another stirring speech at Greenwich, particularly appealing to the intelligence of the artisans.

London, 14th October.

Lord Rosebery, speaking at Sheffield, said that everything in Mr. Chamberlain's plan was hypothetical and uncertain. The prospect of war with Germany, France, Russia, and the United States was not alluring. Mr. Chamberlain's policy might engage us in battle with the whole civilized world, and would tend to dissolve the union of the Empire.—*N. C. D. N.*

MACEDONIA.

London, 13th October.

Negotiations are proceeding between Turkey and Bulgaria for the repatriation of the 20,000 Macedonian refugees, now at Sofia. The latter is to provide the means of sustenance, while the refugees promise to restore the stolen property.—*N. C. D. N.*

THE FAR EAST.

Tokyo, 10th October.

The alarmists have been kept busy at work for the last few days. Contrary, however, to the "news" published in articles by several sensational papers here, things remain perfectly peaceful and quiet, and no sign even of any diplomatic stringency between Japan and Russia is visible in Tokyo.

Tientsin, 8th October.

The Japanese Navy is reported to have bought a piece of land in the Japanese Settlement at Newchwang for the purpose of building a dock so as to be able to dock Japanese war-vessels of the North China Squadron.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST OCTOBER.

LEVEL	1902.	1903.
Below overflow.	2 ft. 6 in.	2 ft. 6 in.
Tytan	3 ft. 1 in.	Below overflow.
Pokfulam	2 ft. 9 in.	0 ft. 6 in.
Wongneicheung	7 ft. 9 in.	0 ft. 1 in.
STORAGE GALLONS.		
Tytan	359,010,000	407,630,000
Pokfulam	59,980,000	64,830,000
Wongneicheung	20,891,000	30,458,000
Total	439,881,000	502,918,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF SEPTEMBER.

1902.	1903.
Consumption	118,318,000
Estimated population	215,000
Consumption per head per day	18.3
Consumption of WATER IN KOWLOON PENINSULA DURING THE MONTH OF SEPTEMBER.	
1902.	1903.
Consumption	17,360,000
Estimated population	58,000
Consumption per head per day	9.3

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM.

Water Authority.

TRADE MARK

TELEPHONE No. 135.

THE CREAM OF SCOTCH WHISKIES

"KING EDWARD VII."

VERY OLD LIQUEUR.

At \$30.00 PER DOZEN.

"KING EDWARD VII."

SPECIAL.

At \$15.00 PER DOZEN.

"CLUB"

OUR STANDARD BLEND

At \$13.50 PER DOZEN.

H. PRICE & CO.

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12, QUEEN'S ROAD CENTRAL. 14

BROWN, JONES & CO.,

MONUMENTAL MASONS.

ITALIAN AND AMERICAN MARBLE STATUARY FIGURES, OBELISKS, COLUMNS, RUSTIC AND FLAIN CROSSES AND HEAD-STONES IN STOCK.

CEMETERY MEMORIALS made to and design in Italian and American Marble and Hongkong Granites.

LETTERING in any Style or Language.

COAST PORT ORDERS carefully and promptly executed. Hongkong, 7th August, 1903. [2213]

DR. NEWELL WILSON,

DENTIST,

has Opened an Office at No. 31, QUEEN'S ROAD CENTRAL, (over Messrs. WATKINS LD. New Dispensary).

Latest American methods employed. Crown and Bridge Work a specialty. Painless extractions.

31, QUEEN'S ROAD CENTRAL

(FIRST FLOOR).

Hongkong, 10th October, 1903. [2341]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

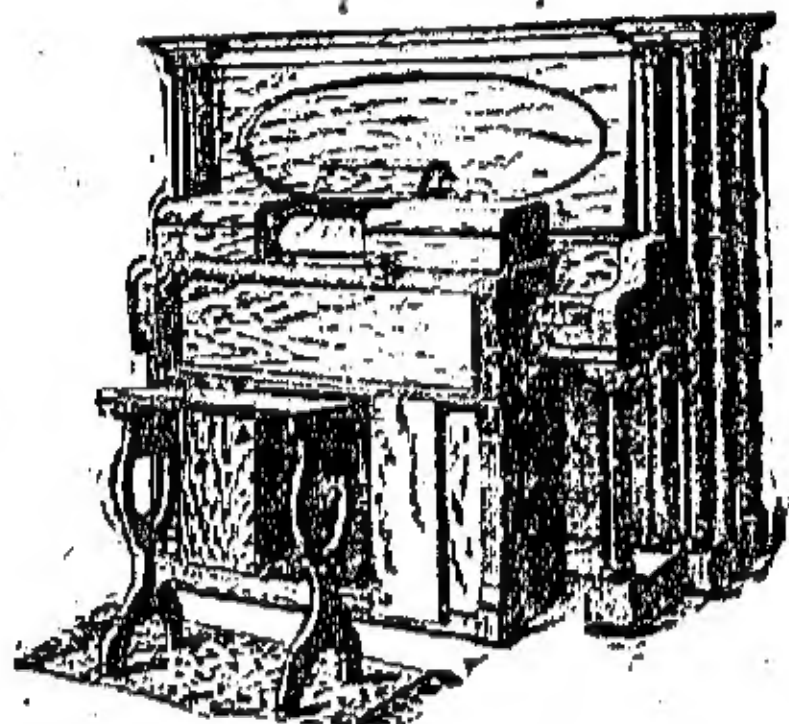
CODE WORD: "DOCK" NAGASAKI. A.I., A.U.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 571 feet. Length on Blocks... 513 " Width

THE ROBINSON PIANO COMPANY, LIMITED

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ENTIRELY
NEW STOCK
ARRIVING.
SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON.
NOW IN EUROPE.

GREAT REDUCTIONS
in our present stock of Pianos and Musical Goods.
Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES.
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adolina Patti (Baroness Calorstrom) has given another great testimonial to the Apollo Piano player. She was so delighted with the instrument that she purchased her last year that this second testimonial is even stronger than the first one that she gave.
Miss Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."
Hongkong, 15th October, 1903. [2484]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

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Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 12, Queen's Road Central.

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Established over 20 years. Importers and Exporters, Oakwood Furniture, Blackwood, Jewellery, etc., highest grade and cheapest. 4, Queen's Road Central.

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Diamond Merchants and Watchmakers. 49 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hilo.

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Navy Contractors, Sailmakers, Provision and Coal Merchants. Sole Agents for Hartman's Ration's Genuine Composition Red Head Brand.

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MORE & SEIMUND.
25 and 26, Connaught Road, Praya Central. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Composition ("Greyhound Brand") and Blaudel's Spence & Co.'s Composition.

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14, Queen's Road Central. Repairs of Watches and Clocks by competent European expert, at moderate rates.

ENTERTAINMENTS

GREAT BOXING CONTEST.

AT THEATRE ROYAL,
THURSDAY, 22ND OCTOBER, 1903.

20 ROUNDS CONTEST.

R. JONES ("AMPHITRITE"), VERSUS
S. NEWMAN.—
PRELIMINARIES.—

15 Rounds Contest and 8 Rounds Contest.

Tickets \$5, \$3, \$2 and \$1.

Doors Open at 8 P.M.

JAS. CHRISTIE,
Promoter.
Hongkong, 19th October, 1903. [2918]

DANCING.

PLEASE NOTE.

MRS. DONALDSON (Daughter of Professor F. F. WALLACE, of Rossmount Dancing Academy, Glasgow), begs to inform the residents of Hongkong and district that her Classes are now forming in the CITY HALL, and beginners who wish to be able to dance this season in time for the Scotch Ball should enrol at once.

BEGINNERS' CLASS.
Twice weekly \$10 a month.

ADVANCED CLASS.
Once a week \$7 a month.

CHILDREN'S CLASS.
Once a week \$4 a month.

PRIVATE CLASSES or PUPILS as may be arranged.
Pupils enrolled at the Robinson Piano Co., Ltd. Hongkong, 15th October 1903. [2389]

PUBLIC COMPANIES.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersecretary at 12 O'CLOCK (NOON) on THURSDAY, the 22ND OCTOBER.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22ND OCTOBER, both days inclusive.
JARDINE, MATHESON & CO., General Agents,
Canton Insurance Office Limited,
Hongkong, 26th September, 1903. [2711]

HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING OF HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 3 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of OCTOBER, 1903, at NOON, when the Subjunct Resolutions will be proposed, viz.:

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—
"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year, that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903:
JOHN D. HUMPHREYS & SON,
General Managers. [2385]

HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 4,822 for one hundred shares, numbered 37,601-37,700 inclusive, standing in the register in the name of Dr. THOMAS BENNIS of Poochey, having been lost, NOTICE IS HEREBY GIVEN, that unless the said Certificate be produced at the offices of the Company, 38 and 40 Queen's Road Central, Victoria, Hongkong, before 25th October 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd September, 1903. [2672]

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
LUTGENS, EINSMANN & CO.,
Sole Agents for China.
Hongkong 1st July, 1902. [2900]

SCIENTIFIC MISCELLANY.

ABNORMAL ALIMENTATION IN NATURE—LAMPS FOR DOWNWARD LIGHTING—LIGHTNING'S THREE VICTIMS—FRANCE'S DEPOPULATION—A NEW GEM—A WATER ANIMAL IN DESERT DUST—FLAVOURING WITH MICROBES—LENS-MAKING PROGRESS—DOCTORS DISAGREE.

Albinism, states E. Harriet, may be traced back more than four centuries before Christ, when it was described as existing in India, but until the end of the seventeenth century it was regarded as a condition of the skin. Sachs—himself an albino—and others have shown that it is caused by absence of iron in the lower skin. In man it is most common among blacks. The white albino has a skin of peculiar color, lumpy-colored hair, a rose-colored iris, and a red pupil; the negro in some cases has a skin as white as milk, while in others it resembles wax, and the hair is pale blonde, yellow, orange, or even red. Albinism has been recorded in 79 mammals, including horses, rabbits, and mice. Numerous examples are found among birds; the white blackbird being no myth, and it is often observed among fishes, reptiles and batrachians. It takes two forms in plants. In one the leaves are affected, producing monstrosities of variegated colors, and the other manifests itself in the corolla. There are albinos also among fruits, such as the raspberry, strawberry, and gooseberry.

Attention has been called by E. Bohm to two new forms of incandescent lamps. In both, the lower half of the bulb is of fluted glass, which, acting as a row of lenses, concentrates the light downwards, and gives the special advantage of strong illumination directly beneath the lamp. One form has the ordinary filament with the upper half of the bulb of opal glass, while the other has a zigzag horizontal filament and a top of clear glass.

A report of the Austrian weather service notes 94 cases of damage to trees by lightning in 1901, 27 being pine or larch, 20 oaks, 17 poplars, and 10 pear-trees. The beech usually supposed to escape lightning, was struck only once, but several other trees shared the same freedom from damage.

Investigation into the decline of population in France has included an enquiry into infant mortality by P. Budin. It appears that in Paris 145 out of every 1,000 deaths are of children less than a year old, and in St. Petersburg the proportion is as high as 508 per 1,000. In the five years ending with 1900 the average annual mortality of children under one year in France was 134,434. The principal causes of death are infantile diarrhoea, respiratory diseases, and congenital debility, the first named claiming much the largest number of victims. The diarrhoea, comparatively rare in breast-fed infants, is chiefly induced by excessive and improper feeding, especially in the premature use of solid food. With proper care deaths from this cause might be almost entirely prevented. Suggested remedies for the excessive mortality include State intervention to persuade healthy mothers to nurse their own children, regular weekly medical inspections, hospital care of weaklings, and the prohibition of the insurance of the lives of infants.

The mineral spodumene, usually known in opaque whitish crystals, occasionally yields small transparent specimens of good colour. Such are the clear yellow gem-spodumene of Brazil, the green hidimite, or lithia emerald, of North Carolina, and the lilac or amethystine fragments of Connecticut. The recent remarkable find of spodumene in the rubellite locality of San Diego Co., Cal., includes transparent rose-lilac crystals up to the size of a man's hand. Mr. Geo. F. Kunz reports that no such crystals of this mineral have been seen before, and that they will undoubtedly yield gems of great beauty, with the hardness of the emerald.

The latest estimate places the United Kingdom's coal supply at 80,844,000,000 tons, which the present rate of mining would exhaust in 370 years. The world's output in 1900 is given as 769,632,000 tons, of which the United States produced 245,000,000 tons, and Great Britain 225,000,000 tons.

The "sixth sense" by which blind persons perceive certain objects is attributed by Dr. Emile Javel, who has been blind several years, to sensitiveness of the skin to obscure radiations that do not affect the eyes.

A remarkable adaptation of a mollusc to strange conditions has been brought to notice by Baron Nordenskjöld. Portions of Bolivia produce a nutritious siliceous earth known as "chaco," and during the wet season in these localities a species of fresh-water limpet (*Ancylus viverrinus*) abounds in the numerous pools. In dry seasons, however, the pools are completely dried up, the whole country becoming practically an arid desert. The ancylus does not succumb, but protects itself by securely closing the opening to its shell, the material used being true shell instead of the thin skin with which certain land snails guard themselves in times of drought. When there is no marked dry season, the ancylus retains its ordinary condition.

Microbe-farming to supply flavours for the table is a possible future development. The new microbe of M. Esholtz, which gives a strong flavour of strawberries, was first isolated and grown in milk. It was found to peptonize

WHY TAKE ANY CHANCES
with some new and untried medicine for such serious troubles as cholera, diarrhoea, cramps, dysentery, when you should know that for over half a century Painkiller has cured millions of cases? Look out for imitations, there is only one genuine, "Perry Davis."
[298-4]

and render soluble the albuminoids, and the peculiar agreeable taste developed at the same time was soon noticed. Further experiment has shown that the bacillus fragi, as this microbe is called, may impart its flavour to beef-tea and several other liquids and some solids, although it is without effect on mashed potatoes.

The fluid lens of Dr. Grün is reported to have been much improved, about 200 of them having been made. It is so rapid that theatrical scenes can be photographed by the ordinary stage lighting, and photographic portraits can be taken in an ordinary well-lighted studio in the second. The lens is expected to prove of special value in colour-photography.

Lunar influence on the weather varies with the observer. Prof. W. H. Pickering lately showed that thunderstorms are less frequent in the second half of a lunation than in the first, and it has now been found that Schiaparelli, from records of 1827 to 1861, proved that thunderstorms reach a maximum near the 21st day of each lunation.

BEFORE GOING TO BED

CALVERT'S CARBOLIC Tooth Powder

This unique antiseptic dentifrice is well-known by its pink colour, pleasant taste, fragrant odour, and thorough efficiency.

F. C. CALVERT & Co., Manchester, Eng.

PROPOSALS FOR FROZEN FRESH BEEF AND FROZEN FRESH MUTTON.—Headquarters Division of the Philippines, Office of the Chief Commissary, Manila, P.I., August 25th, 1903.—Sealed proposals, in triplicate, will be received at this Office until 11 o'clock, a.m., March 19th, 1904, at which time and place they will be opened in the presence of the attending bidders, for the furnishing and delivery of six million six hundred thousand (6,600,000) pounds of frozen fresh beef and four hundred and eighty thousand (480,000) pounds of frozen fresh mutton to the Subsistence Department at Manila, P.I., during the year ending June 30, 1905. The accepted beef and mutton will be admitted free of Customs duties. The United States reserves the right to decrease the amount called for in the contract, by not to exceed 40% upon reasonable notice to the contractor, or to increase the amount called for, with the consent of the contractor. Each proposal must be accompanied by a Bidder's Guarantee in the amount of \$20,000, or by certified check for that amount, on a bank of approved standing in Manila. The bidder to whom the contract is awarded will be required to give bond, the penalty of which will be fixed by the Chief Commissary. Information furnished on application, envelopes containing proposals should be marked: "Proposals for frozen fresh beef and frozen fresh mutton for P.Y. 1905 to be opened March 19th, 1904," and addressed to the undersigned.—HENRY G. SHARPE, Colonel, A.C.G. U.S. Army, Chief Commissary. [2444]

MACAO.
WANTED, an influential Portuguese Firm to act as AGENTS for a leading English Fire Insurance Company.
Apply—Care of Daily Press Office.
Hongkong, 8th October, 1903. [2819]

WANTED AT ONCE.
AN EXPERT TYPEWRITER. Good salary to an efficient worker.
Apply to—JOHNSON, STOKES & MASTER, 8, Des Voeux Road, Central.
Hongkong, 13th October, 1903. [2883]

WANTED.
A SUITABLE OFFICE in a Central position, for the STOCKBROKERS' ASSOCIATION.
Apply to—E. S. JOSEPH, Hon. Secretary.
Hongkong, 26th September, 1903. [2699]

WANTED.
AN EXPERT TYPEWRITER. Remington and Hammond Machines used. Good salary given to a well qualified Assistant. First class references.
Apply by letter to—"MEMO," Care of Messrs. Kelly & Walsh, Ltd., Hongkong, 19th October, 1903. [2921]

WANTED.
FOR the SHANGHAI HORSE BAZAAR CO., LD., a competent FOREIGN ASSISTANT to take charge of the Training and Breaking-in of Horses and Ponies. Quarters provided. Apply by letter only stating qualifications, to—LANE, CRAWFORD & CO., Hongkong. [2922]

WANTED.
A YOUNG, hardworking and energetic EUROPEAN, with a knowledge of Insurance, Shipping, Press Work, and also competent Typewriter, requires situation in any Mercantile concern. First class references.
Apply—"RESPONSIBLE," Care of Daily Press Office.
Hongkong, 15th October, 1903. [2887]

WANTED by THE TANJONG PAGAR DOCK COMPANY, LIMITED, Singapore, an EXPERIENCED MAN to take charge of the Estate Building Department outside. Must have had considerable experience in house building and repairing, used to native labour, able to set out and take out quantities and measure up.
Only first class men need apply, stating age, qualifications, and salary required to the SECRETARY, The Tanjong Pagar Dock Company, Limited, Singapore.
Hongkong, 15th October, 1903. [2888]

MADAME FLINT & CO.
LA MODE DE PARIS.

MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5. [2545]

WM. POWELL, LD.,

GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND

GENTLEMEN'S OUTFITTERS,

28 & 31, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS,

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT,

29, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

TURKISH

TROPHIES

CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK YOUR DEALER FOR THIS BRAND.

NOBEL-GLASGOW EXPLOSIVES

DYNAMITE,

GELATINE-DYNAMITE,

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEI HAI WEI.

AGENTS—

JARDINE, MATHESON & CO.

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HONMACHI, MOJI, MINAMI-AJIKAWA, OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong. CODE USED: A 1 & A B C 4th Ed.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies, etc. Sole Proprietors of Kumamoto and Tsuru Coal Mines. Sole Agents for Kawanishi Komatsu, Minami, Ikejiri and Kumagata Collieries.

Hongkong, 4th March, 1903.

K. UYEMURA, Manager. [2409]

JAPAN COALS.

mitsui BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fajinotana, Mameda, Manoura, Onoura Otani, Sasahara, Tanbaku, Yoshinotani, Yoshio, Yanokibara, and other Coals.

N. INUZUKA, Manager, Hongkong.

MELLIN'S FOOD

For INFANTS and INVALIDS.

Purely Vegetable and Untouched by Hand.

MELLIN'S FOOD is free from Starch. When prepared is similar to Breast Milk.

Mellin's Food Works, Peckham, London, England.

SHIPPING.

ARRIVALS.

Oct. 18, KOBUSCHANG, German str., 1,200, J. Spies, Bangkok 11th October, Rice and Wood, BUTTERFIELD & SWIRE.
Oct. 18, NORDKYN, Norw. str., 2,164, A. Beer, Amoy 17th Oct., Coal—CROCKEY.
Oct. 18, SEGOVIA, German str., 3,796, Th. Forck, Hamburg 2nd September, General, HAMBURG-AMERIKA LINIE.
Oct. 18, WAIHONG, British str., 1,500, F. Daniel, Penang via Singapore and Hainan 7th October, General, CHINESE.
Oct. 19, BANGKOK, British str., 2,250, Crocker, Marseilles 10th October, Coal—DODWELL & CO., Ltd.
Oct. 19, BARNETT SIMONS, French str., 2,162, Fremont, Shanghai 17th Oct., Mails and General, MESSAGERIES MARITIMES.
Oct. 19, KUMASU, British str., 2,078, E. J. Buller, Singapore 13th Oct., General, JAYDINE, MATHESON & CO.
Oct. 19, OSAKA II, Norwegian str., 2,000, R. Olsen, Kutchineta 13th October, Coal—MITSUI BUREAU KAISHA.
Oct. 19, PAKHOI, British str., 1,225, Meadhill, Chong 14th Oct., General—BUTTERFIELD & SWIRE.
Oct. 19, POLYPHOS, Dutch str., 1,803, J. Young, Liverpool via Straits 4th Sept., General—BUTTERFIELD & SWIRE.
Oct. 19, THURSDAY, German str., 760, A. Hanson, Hainan 17th Oct., General and Freight, JENSEN & CO.
Oct. 19, ZANTHO, British str., 1,611, R. Rodger, Manila 17th October, General, SHEWAN, TOMES & CO.

DEPARTURES.

At the HONGKONG MASTER'S OFFICE.
10th October.
Ariake Maru, Japanese str., for Kutchineta.
Hainan, British str., for Amoy.
Tippon, Dutch str., for Shanghai.
Waihona, British str., for Amoy.

VESSELS IN DOCK.

19th October.
AREDEEN DOCK—Ulaulak, Nanshan.
KOWLOON DOCK—Ponchook, Taitai.
Lidchone, Kichan, U.S.A.T. Stevedore, Heveler, U.S.A.T. Wright, Taitai.
COSMOPOLITAN DOCK—Zhinan, Taitai, Han, Ho, Huphe.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTS FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER, PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 20th October, 1903, at 1 p.m., the Company's Steamship "ERNEST SIMONS," Captain Fremont, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITMENT.

This Steamer connects at COLOMBO with the Austrian Line, at the Villa de la Ciudad, bound for MARSEILLES via BOMBAY, and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 19th October. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 8th October, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain J. G. France, will be despatched for the above ports TO-DAY, the 20th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.
Hongkong, 14th October, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Taitai, Port Darwin and QUEENSLAND Ports and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AUSTRALIAN," Captain McArthur, will be despatched for the above ports TO-MORROW, the 21st inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 12th October, 1903.

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE H.A.L. Steamship "SEGOVIA," Captain Forck, will be despatched for the above ports TO-MORROW, the 21st inst., at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 17th October, 1903.

NEITHER THE CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

HELENA WYMAN, Amr. barque, D. A. Vanhoo, Captain.
Noan, Amr. ship, J. A. Amshury—Arnhold, Zarberg & Co.
Rose, British barque, Pow—Siemssen & Co.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, to the SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

"FRANZ FERDINAND," Captain Matovich, will be despatched as above TO-MORROW, the 21st October.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Princes Buildings, Hongkong, 23rd September, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTS FRANCAIS.

FOR SHANGHAI.
THE Company's Steamship "YARPA," Captain Seller, will be despatched for the above port on or about the 19th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 13th October, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.
STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

"NORDKYN," Captain A. Beer, will be despatched on THURSDAY, the 22nd OCTOBER, at 4 p.m., to be followed by the steamship "HERMISTON," Captain W. T. Bain.

on or about WEDNESDAY, 18th NOVEMBER.

For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.
Hongkong, 17th October, 1903.

FOR SINGAPORE AND CALCUTTA.

THE N.D.L. Steamship "FREIBURG," Captain Frisch, will be despatched for the above ports on FRIDAY, the 23rd inst., at 5 p.m.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 17th October, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS CAYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, SINGAPORE, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "COROMANDEL," Captain G. M. Montford, carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 24th OCTOBER, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 14th October, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th Avenue, 1807.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith, DEPARTURES from Hongkong, on week days, at 7.30 a.m.; on Excursion week days, at 8.30 a.m.; from Macao week days, at about 2 p.m. and Sundays about 7.30 p.m.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 33 hours to reach Macao.

NOT RESPONSIBLE FOR DEBTS.

TOYO KISEN KAISHA MANILA LINE. REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. Bent	3869	Tuesday, 20th October, at 11 a.m.
"ROSETTA MARU"	H. S. Smith	3876	Saturday, 24th October, at 11 a.m.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 15th October, 1903.

K. NAKASHIMA, Manager.

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 24th Oct. 10 a.m.
RUBI	2540	R. W. Almond	Manila direct.	Sat. 31st Oct. 10 a.m.
PERLA	1980	J. McGinly		

For Freight, or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 19th October, 1903.

PORTLAND & ASIATIC STEAMSHIP CO. PORTLAND, OREGON. OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAPURA"	4898	A. E. Hollingsworth	Nov.-mber 14, 1903
"INDRASAMHA"	5197	W. E. Owen	December 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT.
Hongkong, 16th September, 1903.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
RIOSU MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 20th Oct. at 4 p.m.
KAWACHI MARU	KOBE and YOKOHAMA.	FRIDAY, 23rd Oct. at DAYLIGHT.
KINSHU MARU	BOMBAY, via SINGAPORE and COLOMBO.	MONDAY, 26th Oct. at 4 p.m.
T. Harrison	MOJI, KOBE and YOKOHAMA.	FRIDAY, 30th Oct. at NOON.
BOMBAY MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 31st Oct. at DAYLIGHT.
WAKASA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 2nd Nov. at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between MOJI and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.

Apply to T. S. TAKAYANAGI, Acting Manager.

OSAKA SHOSEN KAISHA. REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, via SWATOW AND AMOY	"DAIJI MARU"	FRIDAY, 23rd October
TAMSWI, via SWATOW AND AMOY	"DAIJI MARU"	THURSDAY, 24th October
ANTING, via SWATOW AND AMOY	"MAIDZURU MARU"	SUNDAY, 25th October
FOOCHOW, via SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 28th October

The Co.'s new Steamers are specially designed for the east trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
Hongkong, 20th October, 1903.

T. ARIMA, Manager.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"BENGAL" G. Phillips	About 22nd October	Freight and Passage.
LONDON, &c.	"COROMANDEL" G. M. Montford	Nov. 24th	See Special Advertisement.
SINGAPORE, COLOMBO and BOMBAY	"JAVA" S. Barcham	About 30th October	Freight and Passage.
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	"FORMOSA" B. H. W. Snow	About 31st October	Freight and Passage.

* Calling at Penang if sufficient inducement offers.

For further Particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 20th October, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
BRISGAVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 29th Oct. Freight.
SAXONIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 3rd Nov. Freight.
CANADIA	ANTWERP and HAMBURG (Calling at Singapore)	On 16th Nov. Freight & Passengers.
MARBUR	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 24th Nov. Freight.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 1st Dec. Freight.
ALAGONIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 15th Dec. Freight.
NURNBERG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 29th Dec. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES, CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S.	Tons	SAILING DATE
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 21st Oct. 1903
"ATHENIAN"	3,882	WEDNESDAY, 4th Nov.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 18th Nov.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 10th Dec.
"ATHENIAN"	3,882	WEDNESDAY, 13th Jan. 1904
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 27th Jan.
"TARTAR"	4,435	WEDNESDAY, 10th Feb.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 24th Feb.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 9th Mar.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 30th Mar.
"ATHENIAN"	3,882	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 87 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan &c.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender Street.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ROON	WEDNESDAY 23rd October
PREUSSEN	WEDNESDAY 11th November
HAMBURG	WEDNESDAY 18th November
PRINZ HEINRICH	WEDNESDAY 9th December
KONIG ALBERT	WEDNESDAY 23rd December
KIAUTSCHOU	WEDNESDAY 1904
SACHSEN	6th January
BAYERN	20th January
GERA	3rd February
SEYDLITZ	17th February
PREUSSEN	2nd March
ROON	16th March
EAMBURG	30th March
PRINZ HEINRICH	13th April
	27th April

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 23rd day of OCTOBER, 1903, at NOON, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain Moirer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 26th October, Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 27th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 27th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 15th October, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中
FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO, AND SAN FRANCISCO.

THE Steamship "CHINGWOW," Captain Parkinson, will be despatched for the above ports on WEDNESDAY, the 4th November, at Noon.

For Freight, apply at Company's Office, No. 29, Des Vaux Road.
J. S. VAN BUREN, Superintendent.
Hongkong, 17th October, 1903. [1125 Hongkong, 10th October, 1903. [2843

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	On 20th October.
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.

FOR	STEAMERS	TO SAIL
MAHARAJES, LONDON and ANTWERP	"PAK LING"	On 27th October.
LONDON and ANTWERP	"TANTALUS"	On 10th November.
MAHARAJES and LIVERPOOL	"NINGCHOW"	On 15th November.
LONDON and ANTWERP	"ANTENOR"	On 24th November.
MAHARAJES, LONDON and ANTWERP	"ULYSSES"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MAHARAJES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MAHARAJES, LONDON and ANTWERP	"DARDANUS"	On 5th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAKASAKI, KOREA, YOKOHAMA	"OANFA"	On 2nd November.
The "ANTENOR" left Singapore on the 16th inst. and is expected to arrive here on the 29th inst.	"PELEUS"	On 30th November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"WHAMPOA"	On 20th October.
MANILA	"SUNGKANG"	On 21st October.
WENHAI, WEI, CHEFOO, TIENSIN	"NANCHANG"	On 24th October.
MANILA	"TAIYUAN"	On 26th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 26th October.
Kobe	"TSINAN"	On 27th October.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
* REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. Co. BOSTON S. Co.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, November 14th
OLYMPIA	2,837	A. Dixon	Wednesday, November 25th
TACOMA	2,812	M. Ridley	Tuesday, December 15th
VICTORIA	3,502	J. Truebridge	Saturday, December 19th
TREMONT	9,606	T. W. Garlick	Thursday, December 24th
LYRA	4,417	G. V. Williams	Thursday, January 21st

FOR MANILA.

S.S. SHAWMUT	9,606 tons.	Capt. W. M. Smith	About 22nd October.
TREMONT	9,606 tons.	T. W. Garlick	About 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS. [7]

HONGKONG CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship
"YUENSANG"
Captain S. J. Payne, will be despatched as above
on THURSDAY, the 22nd inst. at 4 P.M.
For Freight, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th October, 1903. [2907]

**CHINA NAVIGATION CO.,
LIMITED.**

**HONGKONG-MANILA.
REDUCED SALOON PASSAGE
MONEY.**

SINGLE, \$20; RETURN, \$35.
STEAMERS Fitted throughout with
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DUTY
QUALIFIED SURGEON CARRIED.

**BUTTERFIELD & SWIRE,
AGENTS.**
Hongkong, 4th July, 1903. [1964]

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN,
BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Company's Steamship
"NIPPON"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
whence delivery may be obtained.

This Vessel brings Cargo—
From Zanzibar, ex ss. "Cleopatra," tranship-
ped at Aden.
From Trieste, ex ss. "Imperator," transhipped
at Bombay.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the undersigned before
Noon, on the 22nd of October, or they will
not be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
22nd of October will be subject to risk.
Bills of Lading will be countersigned by
SANDER, WIELE & CO.,
Agents.
Hongkong, 15th October, 1903. [13]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLICH"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 20th inst. will be subject to risk.
All Claims against the Steamer must be
presented to the Undersigned on or before the
30th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th October, 1903. [2871]

FROM HAMBURG, EMDEN AND SINGAPORE.

THE H.A.L. Steamship
"ARTEMISIA"
Captain Groumeyer, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 12th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 19th October will be
subject to risk.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th October, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 12th October, 1903. [2874]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP AND SINGAPORE.

THE N.D.L. Steamship
"MARBURG"
Captain Stern, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 14th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st October will be
subject to risk.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 21st October, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 14th October, 1903. [2881]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PREUSSEN"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuable, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
To-day, the 14th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st October, will be
subject to risk.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 21st October, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 14th October, 1903. [2881]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PREUSSEN"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuable, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
To-day, the 14th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st October, will be
subject to risk.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 21st October, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 14th October, 1903. [2881]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PREUSSEN"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuable, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
To-day, the 14th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st October, will be
subject to risk.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 21st October, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 14th October, 1903. [2881]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PREUSSEN"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuable, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

MUGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKH"
FROM GLASGOW, LIVERPOOL AND
ANTWERP.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.
Hongkong, 14th October, 1903. [2883]

NOTICE TO CONSIGNEES.

"OLEN" LINE OF STEAMERS.
FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

THE Steamship
"GLENROY"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 24th inst. will be
subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.

McGREGOR BROS. & GOW.
Hongkong, 17th October, 1903. [2916]

INSURANCES

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security ... £25,719
Total Losses Paid ... £8,769,240

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.
Hongkong, 18th May, 1903. [149]

SIN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [21]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAURENCE & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [128]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT FIRE
and Marine Risks at Current
Rates.

SIEMSEN & CO.
Hongkong, 29th May 1895. [72]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.

BOIZ, JACOB & CO.
Hongkong, 30th July, 1903. [2160]

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL

The Undersigned AGENTS of the above
Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.

W. G. HUGHES & CO.
Hongkong, 3rd August, 1903. [2185]

NORTHERN ASSURANCE CO.

FIRE and LIFE.
ESTABLISHED 1836.

The Undersigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.

W. G. HUGHES & CO.
Hongkong, 3rd August, 1903. [2185]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902.
£13,378,771.

I. AUTHORIZED CAPITAL ... £3,000,000 0 0
SUBSCRIBED CAPITAL ... 2,730,000 0 0
PAID-UP CAPITAL ... 697,500 0 0
II. FIRE FUNDS ... 2,807,215 14 10

The Undersigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903. [1888]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ & JACOB & CO.
Hongkong, 2nd April, 1900. [12]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [1113]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 21st March, 1903. [2636]

MUSIC.

RAPID Taitian given on the BANJO,
VIOLIN, &c. Terms moderate.
L. A. DE GRACA,
88, Peel Street, or
Care of Daily Press Office.
Hongkong, 11th August, 1903. [2958]

DAVID CORRAH & SON
MERCHANT NAVY
NAVY BOILED
LONG FLAX
LAVANDE CROWN
TARPAULING
ARKHOLD, KARBURG & CO.
Sole Agents.

PURE FRESH WATER
THE HONGKONG STEAM WATER
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Brewer,
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903. [17]

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. RYNNEL & CO.

BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [2166]

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Tuesday,	20th,	
Printed matter and		
ple.		845 A.
Registration,		845 A.
Registration, with		
fee of 10 cents, up		
to 10:30 A.M.)		
Letters,		10:45 A.
Tuesday,	20th,	
Printed matter and		
ple.		9:45 A.
Registration,		9:45 A.
(Registration, with		
fee of 10 cents, up		
to 10:30 A.M.)		
Letters,		10:45 A.
Tuesday,	20th,	1:00 P.
Tuesday,	20th,	1:15 P.
Tuesday,	20th,	2:00 P.
Tuesday,	20th,	3:00 P.
Tuesday,	20th,	3:00 P.
Tuesday,	20th,	4:00 P.
Tuesday,	20th,	4:00 P.
Tuesday,	20th,	5:00 P.
Tuesday,	20th,	5:00 P.
Tuesday,	20th,	5:00 P.
Tuesday,	20th,	5:00 P.
Tuesday,	20th,	5:00 P.

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1944, October.

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